

D. C. CUNNINGHAM, Ed. and Prop.

DONIPHAN, MO., June 23, 1918

Political Announcements.

ANNOUNCEMENT FEE PAY- ABLE IN ADVANCE.

We are authorized to announce the persons whose names appear below, as candidates for the Democratic nomination for the various offices subject to the will of the voters as expressed at the general primary election to be held under the laws of the state of Missouri, on Tuesday, August 1st, 1918.

For State Senator, 21st district:
HARRY E. ALEXANDER,
of Cape Girardeau.
JOHN M. CAENAHAN,
of Van Buren.

For Judge Springfield Court of Appeals.
JOHN H. BRADLEY, of Kennett.

For Treasurer.
W. F. McCLAIN,
H. M. TOWLES

For Prosecuting Attorney.
GEORGE D. SLOAN.

For Sheriff.
J. ED. SHIPMAN.

For Associate Judge County Court, Eastern District.
ROBT. O. MARLIN.

For Assessor.
A. L. PICKETT,
A. Y. MOORE.

Committee Meeting.

Members of the Democratic County Central Committee are called to meet at the court house, at 1 o'clock on Saturday July 8th 1918, for the purpose of arranging with the county candidates on the Democratic ticket, for the speaking dates, and to transact any other business that may come before the session.

D. C. CUNNINGHAM, Chairman.
W. C. MABREY, Secretary.

Young Man Wanted.

To qualify for civil service or business position; salary \$840 to \$1800 per year; experience unnecessary. I will pay half your tuition and help defray your expenses while learning in exchange for a few hours assistance at your home. This offer is limited, must be accepted immediately. C. W. Ransom, President, Ransomerian Business School, 1334 Grand Ave., Kansas City, Mo. Write him at once for full particulars. 14 524

ATXAS WONDER



THE Texas Wonder cures kidney and bladder troubles, dissolves gravel, cures diabetes, weak and lame back, rheumatism and all irregularities of the kidneys and bladder in both men and women. If not sold by your druggist, will be sent by mail on receipt of \$1. One small bottle is two months' treatment and seldom fails to perfect a cure. Send for testimonials from this and other States. Dr. E. W. Hise, 200 Olive Street, St. Louis, Mo. Sold by druggists. Adv. 5

Bed Bugs

To kill Bed Bugs, Ants, Roaches and Flies and their eggs as well, use the New Chemical (Pinky Devil) Quinine, with Devil heads in each letter of P. D. Q. Made in Indiana. Pinky bugs can't stand it when it is used. See how much one quart of Pinky in every box to get them in the hard-to-get-at places. Does not injure bedding, kills Flies on legs. Druggists have it or you get it. Mail for \$1.00. P. D. Q. Company, Terre Haute, Ind.

RUB-MY-TISM

Will cure Rheumatism, Neuralgia, Headaches, Cramps, Colic Sprains, Bruises, Cuts, Burns, Old Sores, Tetter, Ring-Worm, Eczema, etc. Antiseptic Anodyne, used internally or externally. 25c

No. 666

This is a prescription prepared especially for MALARIA or CHILLS or FEVER. Five or six doses will break any case, and if taken then as a tonic the Fever will not return. It acts on the liver better than Calomel and does not grip or sicken. 25c

Bad To Have A Cold Hang On.

Don't let your cold hang on, rack your system and become chronic when Dr. Bell's Pine-Tar-Honey will help you. It heals the inflammation, soothes the throat and loosens the phlegm. You breathe easier at once. Dr. Bell's Pine-Tar-Honey is a laxative Tar Syrup, the pine tar balsam heals the raw spots, soothes the throat and prevents irritation of the bronchial tubes. Just get a bottle of Dr. Bell's Pine-Tar-Honey today, it is guaranteed to help you. At druggists.

FEEDING ARMY IN MEXICO IS GIGANTIC TASK

Motor Trains and Mule Wagons
Deliver Vast Stock of Supplies at Front.

USE OPEN AIR KITCHENS

Stores Form Village Which is Bustling
Place—Order is Soon Brought Out
of Chaos—Army Makes New
Roads as it Moves Forward.

By JUNIUS B. WOOD.

(Correspondent of the Chicago Daily News.)
In the game of hide and seek between Villa and the American forces there is the important factor of "eat." There is considerable difference between the needs of Villa, who is "it," and our soldier boys, who are doing the hunting. Just for comparison, it is:

Villa's day supply—A roll of tortillas and a few scraps of meat picked up off the country.

Punitive expedition—Rations for men, 22,750 pounds, and 148,800 pounds a day for horses and mules packed over a 350-mile line.

Make Roads as They Go.

Even in the civil war, American army officers say that keeping open such a long line of supply communications was unusual. The record has never been even approached in this country. More than that, the line of communication, just like building a new railroad, has been perfected as the army moved forward. That means much more than leveling roads and stringing culverts over once impassable ditches and river beds. It means supplying rolling stock and equipment and organizing a force of men to man the supply trains and bases. It was a big job, but it has been accomplished by the army officers in the quartermaster's department and is now working smoothly.

It has been said so many times that everybody believes it, that the American army fights on a full stomach. That is not a fair statement. Several days at the start of this campaign the stomachs of men and horses were not full, but they did not relax the man hunt either under the broiling sun by day or the freezing blasts by night. The aim of the officers is that the army shall have full stomachs, but, sometimes, there are insurmountable difficulties in filling them when a cavalry column is dashing forward at a rate of 60 miles a day, and all the army has is slow-moving mule trains to carry supplies for the several thousand men and horses.

Motor Train is Innovation.

Carrying supplies by high-powered motor trucks was started for the first time in America in the present campaign. The aviation section had its trucks and there were half a dozen in the ordnance branch. The army started before any other trucks had left the factories. They finally arrived in Columbus on long trains of flat cars in groups of 27 from factories in different parts of the country. The first that were rushed to the base were stripped chassis. The army mechanics worked all night and the next morning regulation army wagon boxes had been mounted on them and they were loaded and started for the front. Now seven trains of 27 trucks each are in operation and eventually the number will be increased to more than 300.

Mule Trains Are Feature.

The trucks are not the only means of transport. There are three trains of 28 wagons each, with four mules to each wagon. Sometimes they are run together and a mule team train with its shouting driver—"mule skinner," as they are called—and the dusty guard of soldiers with loaded rifles will stretch along for nearly a mile. After the mule teams come the pack mules. There are six trains of these, each of 63 mules. Up in the mountains, where motors and teams cannot go, wind the long pack trains, snoring, plodding mules wisely following a leader, from whose neck hangs a clanging cowbell. The mule takes his work philosophically. After he has plodded all day and the pack is removed he first lies down and rolls over and over again, kicking the air hilariously like a baby on its back, then, with a succession of snorts, he jumps up and runs away until he finds a place to graze, and a swearing pack driver brings him back several hours later.

The division quartermaster, Capt. Lawrence D. Cabell, who has figures at his finger ends, says that for every three men in the field there is one man in the rear or on the road attending to the supplies. One-fourth of the army is caring for the other three-fourths. That shows that feeding an army is a big task. That fourth also does not include the mess crews who have stoves built and "chow" cooking 15 minutes after camp is reached, ovens built, with bread and cake baking a day later, and in a few days fully equipped open-air kitchens, protected by windbreaks of brush and crude dining tables for officers. The Mexican army has no commissary.

Villa Ragged and Worn.

The little comparison of what Villa needs every day holds for his entire bandit band, for each man gets or tries to get his own and his horse's supply. As to the American army, the comparison shows only a part of what must be transported in the way of supplies. It includes only the bare necessities.

Feeding the horses and mules is the big job in the American army. Each animal is allowed 14 pounds of hay and 10 pounds of oats daily. In rare cases of emergency, when supplies are short, the animals are grazed on the country. The motor trucks must be fed just like the army mule, only their sustenance is gasoline and oil. Those now in service consume about 5,000 gallons of gasoline daily. The big metal drums deliver 36,400 pounds every 24 hours. It cannot all be loaded on at the railroad and supplies must be hauled to the different bases. The latest innovation is tank-car trucks, like those on a railroad, to haul the fuel.

Rations for the Troops.

Each man is allowed on a basis of 3 1/4 pounds of rations a day. He is allowed a pound of meat, which may be either bacon, fresh beef, corned beef, salmon or canned roast beef. Then there is a pound of bread, which may be either fresh from the portable camp bakeries, or "hard bread," a cracker-like substitute for the old hardtack. Four pounds of coffee are doled out for 100 men. Then there is an allowance of tomatoes, salt, beans, prunes, potatoes, pepper, sugar, etc., making up the rest of 3 1/4 pounds.

Anyone who has seen the bustling quartermaster's stores at one of the army's bases can understand why the punitive expedition could not dash across the border and into Mexico as fast as horses could gallop. This commissary feature tells the need of carrying for the army when it is hundreds of miles from the borders of the United States and in a dry, dusty, cold and mountainous country, which already has been ravished of its scant resources.

At the main base the stores form a village, like a bustling open-air railroad freight depot which has sprung up over night, more than 100 miles from the base of supplies or from railroad trains. All that was there the day before was a little adobe hut and it is sufficient only for the mess supplies of the men who are working day and night at the depot.

Long piles of food higher than a man's head stretch in parallel columns. In one, there are potatoes in sacks. Others contain boxes, corned beef for stew, known as slungullon, cans of salmon from the cold Northwest, big bales of salt bacon which it takes two men to carry, hard bread in waterproof tins, roast beef and other nourishing food, each in its separate column. Beans are in an immense uncovered bin, its sides built up by boxes, from which they are measured out with a shovel. Then there are other big columns of wood for the mess fires and scattered around are miscellaneous supplies, each in its proper place.

Order Out of the Chaos.

To one who does not understand the diagram, everything seems in confusion. In the distance by day appears a cloud of dust or a rumble and flash of many headlights by night and a moment later in rolls a long train of trucks or tugging mules, all dust covered, and apparently scattering around in endless confusion sometimes two and three trains arriving within a few hours. In the chaos there is order, for in less than three hours a big truck train can be unloaded and reloaded with another assortment of supplies, the trucks refilled and tinkered up and started again for a base farther south. Everything has been weighed, checked and recorded. It is the army system. Mexicans are employed as laborers at \$2 silver a day, which is 2 1/2 to 1 of our money. The Mexican army pays its soldiers \$2.25 paper a day, which is about 50 to 1 of our money. In case regular rations cannot be bought there is the emergency ration for the men of chocolate and pemican—like a mixture of meal and dry molasses to be mixed with salt and water—which each man carries. Jerked beef is a new ration which has been added by the army in the present campaign. It is prepared in Mexico near the main base.

So much for the necessities. Close after those of food are the horsehoes, nails and harness parts, which average a ton a month. Then there is lumber, tools, clothing, hospital and other supplies. Even tobacco is an important item which is hauled a ton at a time. The army store sold \$800 worth recently, so it is in considerable demand.

Another big commodity which must be carried is ammunition. So far the fighting has not been so extensive as to require any considerable amount of this, but when it is needed, the line of communication must be in position to handle it promptly. A wagon is loaded with 2,700 pounds and a truck with 2,000 pounds. They are kept busy.

MUSIC PLANT IN CELLAR

Ingenuous Indiana Man Rigs Up Phonograph to Send Music Through Hot Air Pipes.

Brazil, Ind.—H. E. Thompson, when he wishes music at his home, presses an electric button on the wall, and from the cold air duct and the registers of the hot-air furnace come in succession ten different selections, which are repeated until the electric switch is turned off.

The music is produced by a phonograph arrangement in the basement. A circular table is arranged with ten records around it, all moved by an electric motor beneath the table. In the center of the table, pointing upward into the air duct, is a large plaster of paris horn, which is connected with the reproducing mechanism. After a record is played a cork roller carries the needle to the next record.

BLEED BY VILLA AND CARRANZA

Mrs. Reiser Says Husband Paid
Both Mexican Leaders for
Ransom.

DESCRIBES TRAGIC INCIDENTS

Reiser Loses Mind and Subsequently
Dies—Wife Passes Some Time in
Red Cross Work With Bandit's
Army.

Bloomington, Ill.—Forced to pay \$25,000 for protection by Carranza and then hand over \$40,000 to Villa as a ransom, with the climax of being robbed of their remaining estate of \$35,000, including their horses and other ranch stock, and finally the loss of the husband's mind, due to worry over his misfortunes, and his subsequent death, were tragic incidents of life in Mexico for Mrs. Frances May Reiser of this county, who has just returned.

Included in her sensational experiences were some time spent as the head of the Red Cross society in Mexico, most of it on duty with Villa's army. She barely escaped with her life.

Nicked by Carranza and Villa.

Mrs. Reiser was born upon a farm near Bloomington. She was a niece of Carl Huenwinkle, the actor, known professionally as Hawfin. She also adopted the stage as a profession, but after a few years married Henry Reiser and gave up the profession. Her husband was the head of a New York city firm dealing in hides, and he made his headquarters in Chihuahua. He accumulated a fortune of \$100,000, and was rapidly increasing this fortune when Carranza appeared and demanded \$25,000 for protection. Reiser was forced to pay it. Later Carranza left and then came Villa. The latter was even more greedy. He demanded \$40,000 as the price of Reiser's life. After Villa had gone, other bandits came along and confiscated everything belonging to the Reisers, even the fine driving horse that was a cherished possession of Mrs. Reiser, who is an ardent horsewoman. The mansion of the couple in Chihuahua was looted of everything it contained, and then destroyed by fire. Worried almost to death by his misfortunes, Reiser lost his mind. His wife brought him to San Antonio, Tex., and placed him in a hospital, where he later died.

Pain for Years

"I suffered for years with a pain in my left side and dragging feelings," says Mrs. Sarah Boggs, of Winnipeg, Mo., "and was almost unable to stand on my feet. I couldn't sleep nights, and had smothering spells. Had a pain in my head and back, and I took medicines till I got out of heart. I commenced using Cardui, and I am so much better. Can do my housework and washing now, and walk two miles easily."

CARD-UI

The Woman's Tonic

Card-UI is a medicine for women, made from pure, vegetable ingredients. It has been found of great value as a tonic for women of all ages, and is particularly effective in relieving the aches and pains from which so many women suffer. If you are weak, run-down or nervous, don't get discouraged. Take Cardui, the woman's tonic. With a record of over 50 years of success, isn't it reasonable to suppose Cardui will help you, too? Give it a trial.

Has Helped Thousands.

Villa Makes Promises.

Then Mrs. Reiser returned to Chihuahua, hunted up Villa and demanded her property. He said that he could do nothing to restore it at that time, but he agreed to see that she would be compensated if he became president of the Mexican republic, providing she would take charge of the Red Cross work with his army. As this was her only hope, she consented, remaining with the army until existence became unbearable. Upon the pretense of purchasing hospital supplies, she managed to get away from Villa and came to this country to remain until the situation becomes cleared. She believes that in a year or two the United States government will be in a position to force Carranza to return to her the money and property seized. Mrs. Reiser relates many thrilling experiences while a resident of Mexico.

CRIPPLED DUCK IN COURT

Judge Finds Bird Sunning Self in Window and Turns It Over to the Game Warden.

Oshkosh, Wis.—When Municipal Judge A. H. Goss entered his court-

room one morning recently he was surprised to find a duck seated near an open window calmly sunning itself. How the duck came to be there the judge was unable to learn, but he acted on the assumption that it was seeking protection of the law.

While the judge is not familiar with the jargon of ducks, he decided to investigate. He found that the bird was a cripple, being minus one leg.

Failing to elicit any information from the duck as to its excuse for invading the courtroom, the judge decided that he was the victim of some practical joker.

The bird was turned over to the game warden, with orders to see that it was properly protected in the future.

PARKER'S HAIR BALM
A toilet preparation of merit. Helps to eradicate dandruff. For Reddened Color and Beauty to Gray or Faded Hair. 25c and 50c at Druggists.

WE WANT a man or woman in every town where we are not already represented, to introduce BROWN HERB TABLETS guaranteed remedy for Constipation, Indigestion and Dyspepsia. Over 100% profit. Every seller, repeat orders. Permanent income. Write for pamphlet, FREE SAMPLES and terms. BROWN HERB CO., 60 Murray St., New York City.

Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employees, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employees for the settlement of the controversy is as follows:

"Our conferences have demonstrated that we cannot harmonize our differences of opinion and that eventually the matters in controversy must be passed upon by other and disinterested agencies. Therefore, we propose that your proposals and the proposition of the railroads be disposed of by one or the other of the following methods:

1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railways, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or
2. By arbitration in accordance with the provisions of the Federal law" (The Newlands Act).

Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employees are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.

The rates the railroads may charge the public for transportation are now largely fixed by this Government board.

Out of every dollar received by the railroads from the public nearly one-half is paid directly to the employees as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.

The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employees, the owners of the railroads, and the public.

A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employees, now highly paid and constituting only one-fifth of all the employees, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

National Conference Committee of the Railways

ELISHA LEE, Chairman.
P. E. ALBRIGHT, Gen'l Manager, Atlantic Coast Line Railroad.
L. W. BALDWIN, Gen'l Manager, Central of Georgia Railway.
C. L. BARD, Gen'l Manager, New York, New Haven & Hartford Railroad.
E. H. COFFMAN, Vice-President, Southern Railway.
E. E. COTTER, Gen'l Manager, Western Railway.
E. R. CROWLEY, Asst. Vice-President, New York Central Railroad.
G. E. HERRISON, Gen'l Manager, Great Northern Railway.
C. E. RYING, Gen'l Manager, Philadelphia & Reading Railway.
E. W. GRICE, Gen'l Asst. Treasurer, Chesapeake & Ohio Railway.
A. S. ORRIS, Asst. to Secretary, St. Louis & San Francisco Railroad.
C. W. EDGINS, Gen'l Manager, Atchafalaya, Topeka & Santa Fe Railroad.
H. W. McMASTER, Gen'l Manager, Washington & Annapolis Railroad.
H. D. MAHER, Vice-President, Norfolk & Western Railway.
JAMES RUSSELL, Gen'l Manager, Denver & Rio Grande Railroad.
A. M. SCHUYER, Asst. Vice-President, Pennsylvania Lines West.
W. L. REDDICK, Vice-President, Montreal, Alton & Chicago Railroad.
A. J. STONE, Vice-President, Erie Railroad.
C. E. WARD, Vice-President, N. York & New Haven Railroad.